

SECTION 22 EMASCULATED.

DECISION AGAINST THE DISCRIMINATING DUTY.

Attorney-General McKenna has given his opinion on the question of the discriminating duty. He held, however, that section 22, which contains the discriminating provision, did not make any material change in existing law. In substance his decision is that goods, wares or merchandise brought from a foreign country into this country through Canada or Mexico are not subject to the additional discriminating duty except when brought to Canadian and Mexican ports by vessels having reciprocal tonnage duties arrangements with the United States, and that goods from countries other than British possessions in Europe are likewise exempt. A treaty with Great Britain provided that discriminating duties should not be levied on goods from Great Britain's European territory.

In the course of his opinion the Attorney-General discussed the question of the intent of Congress in adopting the provision for the application of the discriminating duty. He held that it was the intent of Congress not to repeal the sections of the revised tariff law providing exemptions from the discriminating duty on goods imported into this country through Canada or Mexico, with which we had reciprocal arrangements concerning the assessment of tonnage duties. In this his idea is directly opposed to that of some of the Congressmen who proposed the tariff bill. Senator McKenna, who introduced a measure substantially that section 22, holds that it was the understanding of Congress that the discriminating duty on goods imported into Canada and sent to the United States over Canadian railroads, had been in effect since the passage of the tariff law, and that the business of the Canadian Pacific Railroad by compelling importers to use American ships.

As the opinion of the Attorney-General stands, goods imported at Vancouver, for example, over the Canadian Pacific Railroad, may be sent in bond over the Canadian Pacific Railroad to New York, and there be admitted at the rates of duty provided by the tariff law. Where articles on the free list are imported in this manner, the discriminating duty is not to be subject to any additional discriminating duty.

The Treasury Department, which asked for the opinion, will be bound to follow it, and there is not likely to be any appeal, the courts being asked to decide the question. The Attorney-General's decision is a very important one, as it was applied in the case of the Canadian Pacific Railroad, and it is a very important one, as it was applied in the case of the Canadian Pacific Railroad.

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BRIDGE JUMPER NO. 24.

HE IS WILLIAM H. GANTZ, AND HE ESCAPED UNHURT.

Dropped from the North Broadway Yesterday Afternoon to Prove His Bravery, William H. Gantz, of 811-1/2 Avenue A, was seen by a crowd of people who were gathered on the street. He was seen to jump from the bridge, and he was seen to land safely on the ground. He was seen to be unharmed, and he was seen to be smiling. He was seen to be a very brave man, and he was seen to be a very popular man.

At 1:25 o'clock, according to the report of Bridge Policeman Edward Harkins, J. E. Jackman, a newspaper agent, who was walking toward the bridge, saw Gantz jump from the bridge. He was seen to be a very brave man, and he was seen to be a very popular man.

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W. & J. SLOANE

Will inaugurate the Fall Season with a magnificent display of

BEST

Body Brusses

AND

Eleve Carpes

In latest patterns and colorings at

Most Attractive Prices.

SALE TO CONTINUE ONE WEEK

Broadway, 18th and 19th Sts.

TORPEDO BOAT DRILL

Programme of the Work of the Fleet for the Next Few Months.

WASHINGTON, Sept. 21.—Lieut. Commander Kimball, the commanding officer of the torpedo boat fleet, has been directed to start with his squadron from Tompkinsville, S. I., on Oct. 1, to carry out the programme arranged by the Navy Department. It is one of the most important and most difficult of the work of the fleet for the next few months.

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POLICE SHAKEN UP AGAIN.

INSPECTORS, CAPTAINS, SERGEANTS AND PATROLMEN SHIFTED.

Chief of Police Sullivan has shifted the positions of the inspectors, captains, sergeants and patrolmen. The following patrolmen, who were doing duty under O'Brien, are ordered back to patrol service:

Inspector Adam A. Cross, from the Third to the First Inspection district; Acting Inspector Walter L. Thompson, from the First to the Third Inspection district.

Inspector O'Brien, chief of the Detective Bureau, from the Leonard street station to the Alexander avenue station; Capt. William Thompson, from the Mulberry street station to the Leonard street station; Acting Capt. Dennis Brennan, from the Alexander avenue station to the Mulberry street station.

Sergeant Thomas H. Manin, from the Detective Bureau to the Leonard street station; Inspector Thompson, from the Mulberry street station to the Leonard street station; Inspector Thompson, from the Mulberry street station to the Leonard street station.

The policemen who are ordered to duty in the Detective Bureau are: Michael Kerr, Michael McLaughlin, from the Leonard street station; Arthur A. Carey, Francis J. Hughes, James Allen, James McLaughlin, Edward Gallagher, and William J. McLaughlin.

It is hardly likely that much will be heard of the police for some time. The police are now in the process of being reorganized, and it is expected that the new organization will be completed in a few days.

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FALL WINDS SUGGEST

fall overcoats.

There's a satisfaction in having one early in the season. Being a necessity, a fall overcoat should always be in fashion, not only in cut but in fabric.

Prices from \$9 to \$28; but the price does not begin to tell the story of attractiveness.

HACKETT, CARHART & CO., Broadway and 18th Street, Broadway and 18th Street, Broadway and 18th Street.

A. T. S. ELEVATOR INQUEST.

Did the Victims Dismiss Orders in Modelling with the "Pawled" Elevator?

Coroner Hoebel and a jury began an inquest yesterday in the case of Nicholas Nelson and Isaac Bachrach, who were killed on Sept. 10 by the falling of one of the passenger elevators in the American Hotel Society building, at Nassau and Spruce streets.

The jury was composed of electrical and building experts. A number of witnesses were called, who described in detail the circumstances of the accident. Henry Landau, the janitor of the American Hotel Society building, said that elevator 6 was "pawled" on the night of Sept. 10 and would not move.

"I went into the main hall," he continued, "and found Nelson, the engineer, attempting to make the car move. He told me he could not do so, and I told him to go to the twenty-second story and the building, and a moment later I heard a terrific crash. I ran back and found that the elevator had crashed down into the bottom of the shaft from the nineteenth story. The men who were in the elevator were killed."

Frank Casey, the night watchman of the building, said that he saw the elevator fall. He said that he saw the elevator fall, and he saw the elevator fall, and he saw the elevator fall.

Then, if Nelson had acted contrary to your orders, no accident would have occurred," he said.

"I went on the car," said Mr. Nelson, "intending to go to the tenth floor. We had no time to get out of the elevator, and it came to a sudden standstill and almost three men were killed. The car was pawled and all the efforts of the elevator men failed to get it moving."

Mr. Nelson added that, after a delay of fifteen minutes, he managed to crawl into car 5, which was run up slowly by John J. O'Brien, a foreman in the Brooklyn Navy Yard, declared that he had been the victim of a systematic boycott on the part of the Tin and Sheet Iron Workers' Union, and that for the past two years he had practically been deprived of a means of livelihood.

James Reynolds, chief man of the Crane Elevator Company, testified that he had been the victim of a systematic boycott on the part of the Tin and Sheet Iron Workers' Union, and that for the past two years he had practically been deprived of a means of livelihood.

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BOYCOTTED BY A UNION.

Causes Which Led to a Pistol Being Drawn on a Brooklyn Navy Yard Foreman.

Charles Scott of Newark, when arraigned in the Essex Court yesterday afternoon on charges of being a ringleader in a systematic boycott of the Brooklyn Navy Yard, declared that he had been the victim of a systematic boycott on the part of the Tin and Sheet Iron Workers' Union, and that for the past two years he had practically been deprived of a means of livelihood.

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THE THOROUGHBRED

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